

# The Hong Kong Daily Press.

HONGKONG, SATURDAY, JULY 14TH, 1888.

六月十四日

號四百一十七香港

PRICE \$2 PER MONTH

No. 9520 號二千五百九十九 日六月初六年四十

## SHIPPING.

### ARRIVALS:

July 13, PEKIN, British steamer, 2,154, Harris, Shanghai 10th July, Manila and General—P. & O. S. N. Co.  
July 13, POLYHYNMIA, German steamer, 1,053, Schoefor, Hamburg and Singapore 7th July, General—STENSEN & Co.  
July 13, SOOCHEW, British steamer, 327, Rawlin, Pakhoi 9th July, and Hollow 11th, General—CHINESE.  
July 13, KONO BENO, British steamer, 387, E. Jones, Bangkok 3rd July, Tidie and General—YUEN FAH HONG.  
July 13, FU YUAN, Chinese steamer, 936, Graham, Whampoa 13th July, General—C. M. S. N. Co.  
July 13, KWANG-LEE, Chinese steamer, 1,508, Lowe, Whampoa 13th July, General—C. M. S. N. Co.  
July 13, MARIE, German str., 704, J. Heilmann, Hamburg 13th July, General—A. R. MATTY.  
July 13, OCEANIS, British steamer, 1,323, Hutchinson, Shanghai 7th, and Amoy 13th July, General—BUTTERFIELD & SWIRE.  
July 13, HAIPHONG, British str., 1,122, Harris, Whampoa 13th July, General—DOUGLAS LAPRAK & Co.  
July 13, HEYER, German steamer, 388, Dethleffsen, Whampoa 13th July, General—SIEMSEN & Co.  
July 13, WA TING, Chinese str., 393, Cheung Sing, Tamsui, Ballast—ORDER.

### CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
13TH JULY.

Wyvern, British str., for Bangkok.  
Fokker, British str., for Haiphong.  
Proteus, British str., for Swatow.  
Dioned, British str., for Amoy.  
Fu-yuan, Chinese str., for Swatow.  
Kuang-lee, Chinese str., for Shanghai.  
Haiphong, British str., for Saigon.  
Glenore, British str., for Shanghai.  
Soocueh, British str., for Macao.  
Metapetia, British str., for Nagasaki.  
Footang, British str., for Shanghai.

### DEPARTURES.

July 13, VELOCITY, British bark, for Honolulu.  
July 13, SOOCHEW, British str., for Macao.  
July 13, FU YUAN, Chinese str., for Swatow.  
July 13, POOKHANG, British str., for Shanghai.  
July 13, PORKIN, British str., for Tamsui.  
July 13, PLINTSHIRE, British str., for Amoy.

### PASSENGERS.

#### ARRIVED.

Per Felix, str., from Shanghai.—For Hong Kong.—11 Chinese. For Singapore.—1 Chinese. For London via Marseilles.—L. & T. Geo. Peris, R. N.  
Per Kong Beng, str., from Bangkok.—130 Chinese.  
Per Polyhymnia, str., from Hamburg, &c.—Per Ost, and 62 Chinese.  
Per Marie, str., from Haiphong.—Mr. and Mrs. Bartholin, and Mr. T. Ibs Bowler, and 26 Chinese.  
For Oceania, str., from Shanghai, &c.—Messrs. Mowbray, Ching Wan Kit, Cheung Lee Wai, Geok Tat, Lucy, and several, and 22 Chinese.  
TO DEPART.

Per Pekin, str., from Haiphong.—For Singapore.—Mr. L. C. Cummins.—For Peiping.—For London.—Mr. and Mrs. Warkiss, Mrs. Colver, and two children, and Mr. F. Phillips. From Shanghai.—For Singapore.—11 Chinese. For London via Manila.—Lieut. Geo. Peris, R. N.—For Haiphong.—Mr. and Mrs. F. Phillips. From Singapore.—For Yokohama.—For London.—Miss Benoit de Vos, R. Marshall, and Mrs. L. Crawford and child.

### REPORTS.

The British steamer Oceania, from Shanghai 7th July, and Amoy 12th, reports fine weather.

The British steamer Kong Beng, from Bangkok 3rd July, reports had moderate to fresh S.W. winds and dull, cloudy weather, wind freshening into E. N.E. winds, and heavy squalls, winds veering P. O. Obi to Cape Paracel, and light to moderate S.W. winds and cloudy weather to the Faconds, thence to port right E. to N.E. winds and fine, clear weather.

SERVICES are Conducted by REV. J. A. TURNER, in the Wesleyan MISSION ROOMS, 197, Queen's Road East, on SUNDAYS at 9.45 A.M. and 6 P.M.  
Hongkong, 18th February, 1888.

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SELF-SHINING. NO BRUSHES REQUIRED.

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### SHIPPING.

#### ARRIVALS:

July 13, PEKIN, British steamer, 2,154, Harris, Shanghai 10th July, Manila and General—P. & O. S. N. Co.

### INTIMATIONS.

#### STANDARD LIFE OFFICE.

#### ESTABLISHED FOR 62 YEARS

#### INVESTED FUNDS EXCEED \$26,500,000

#### ANNUAL INCOME EXCEEDS \$600,000

#### SECURITY

#### is the chief point to be

#### considered in selecting an Office with

#### which to effect a Life Assurance.

#### THE STANDARD LIFE OFFICE has stood the test

#### of 62 years.

#### THE COMPANY IS A pure Mutual, no

#### liability is incurred by the Policy Holders,

#### and profits are shared among them exclusively.

#### ONE OF THE largest life insurance companies

#### in the world, the ratio of Death Losses to (1) Premium, (2) to Interest, and (3) to Insurance in force, in 1887, was lowest in the New York LIFE, while Interest received since 1845, has exceeded losses by death over \$200,000.

#### Propositions containing the new and Reduced Rates; Forms of Proposals, &c., may be obtained

#### on application to the

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#### Agents, Hongkong.

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#### SILICATED CARBON FILTERS.

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#### 1888.

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NOW READY. 1888.  
THE CHRONICLE AND DIRECTORY  
FOR 1888.  
With which is incorporated  
THE CHINA DIRECTORY.  
(TWENTY-SIXTH ANNUAL ISSUE).  
COMPILED WITH APPENDIX, PLANS, &c., &c.  
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SMALLER EDITION, Royal 8vo, pp. 1,200.—\$3.00.

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to date, and is greatly increased in bulk.  
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ACCOUNTS OF, and DIRECTORIES FOR,  
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Do. Directors'—Lobis.  
Do. Military Forces—Yokohama.  
Macau—Nitroa.  
China—Falkland Islands—Vladivostock—  
Bohol—Whampoa—Manila—Cebu—Davao—  
Canton—Swatow—Amoy—Takao—  
Hongkong—Sarahak—Lahuan—British North Borneo—  
Cochin China—Saigon—Cholon—Cambodia—  
Annam—Hainan—Tonkin—Quinhon—  
Wuhu—Kinkiang—Hankow—Ichang—  
Chungking—Chaochow—Kiaochow—  
Tientsin—Peking—Port Arthur—Nanking—  
Corea—Shantung—Jenhsien—Fusien—  
Japan—Nagasaki—NAVAL SQUADRONS—  
British—French—United States—German—  
Japanese—Chinese Northern—  
SHIPPING—Officers of the Coasting Guards of  
T. & C. G. Co.—G. G. & Co.—H. M. & S. B. Co.—  
India-China S. N. Co.—Scottish Oriental S. Co.—  
Dorcas S. R. Co.—Mincianos Coast—  
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Families.

arranged under one Alphabet in the strictest  
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being alphabetical.

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to date. They now consist of  
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MAP OF THE ISLAND OF HONGKONG.

PLAN OF THE CITY OF VICTORIA.  
PLAN OF MOUNTAIN DISTRICT, VICTORIA.  
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.

PLAN OF YOKOHAMA.  
PLAN OF MANILA.  
PLAN OF SAIGON.  
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.  
PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—  
An Anglo-Chinese Calendar, Mean of Barometer  
and Thermometer, Rainfall, &c.

A full Chronology of remarkable events since  
the advent of foreigners to China and Japan.  
A description of Chinese Festivals, Fests, &c.,  
with the names which they are called.

Comparative Tables of Money, Weights, &c.  
Seals of Hongkong Stamp Duties.

The Hongkong Postal Guide for 1888.  
Scales of Commissions and Charges adopted by  
the Chambers of Commerce of Hongkong,  
Shanghai, Amoy and Nanking.

Hongkong Chair, Jinchikai, and Boat Hire.

THE APPENDIX consists of  
FOUR HUNDRED PAGES—  
of closely printed matter, to which reference is  
constantly required by residents and those  
having commercial or political relations with the  
Countries embraced within the scope of the  
CHRONICLE and DIRECTORY.

The Contents of the Appendix are too numerous  
to recapitulate in an Advertisement, but  
will be found in the CHRONICLE and DIRECTORY.

The APPENDIX consists of  
Great Britain, Nanking, 1842.  
Tientsin, 1852.  
“ Chfoo, with Addition Article  
Opium Convention, 1863.

and all others not abrogated.

France, Tientsin, 1860.  
Tientsin, 1866.  
Treaty of Commerce, 1866.

United States, Tientsin, 1858.  
Additional, 1869.

Tokio, 1859.  
Tientsin, 1861.

Peking, 1850.

Russia, Japan, Spain, Brazil, and Peru.  
Treaty with JAPAN—Netherlands

Great Britain—United States—Corea.

TREATIES WITH COREA

TREATIES WITH SIAM

TREATIES WITH ANNAM

TREATIES WITH CAMBODIA

CUSTOMS TARIFFS—  
Chinese—Siamese—Japanese—Corean

Legal Council

Rules of Court of Consuls at Shanghai

Chinese Passenger Act

Rules of Court of Consuls at Peking

Customs Regulations for the different ports of China, Philippines, Siam, &c.

Postage Regulations

HONGKONG—Charter of the Colony

British Legislative Council

Post Regulations, &c., &c., &c.

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DAILY PRESS OFFICE, January, 1888.

### INTIMATIONS.

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The best Remedy for Acidity of the Stomach.

(TWENTY-SIXTH ANNUAL ISSUE).

ROYAL 8VO, pp. 1,200.—\$5.00.

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Falkland Islands—Vladivostock.

Bohol—Whampoa—Manila—Cebu—Davao—

Canton—Swatow—Amoy—Takao—

Hongkong—Sarahak—Lahuan—British North Borneo—

Cochin China—Saigon—Cholon—Cambodia—

Annam—Hainan—Tonkin—Quinhon—

Wuhu—Kinkiang—Hankow—Ichang—

Chungking—Chaochow—Kiaochow—

Tientsin—Peking—Port Arthur—Nanking—

Corea—Shantung—Jenhsien—Fusien—

Japan—Nagasaki—NAVAL SQUADRONS—

British—French—United States—German—

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tation on 1,800 new houses. It will give to the Crown for sale, or for public purposes, 5 acres of land, worth, after all expenses of removal, £10,000, or two thousand dollars. All this will be done at the expense of the marine lot-holders, without responsibility on the part of the Government as a Government, and without raising any of the many troublesome questions about relative rights, or still more troublesome claims to compensation that under other circumstances must surely arise.

I have the honour to be, Sir,

Your most obedient servant,  
C. P. CHATER  
To the Hon. Frederick Stewart, LL.D., Colonial Secretary.

COLONIAL SECRETARY TO HON. C. P. CHATER:  
Colonial Secretary, China.  
7th July, 1888.

Sir—I am directed by the Governor to acknowledge the receipt of your letter, dated 4th July, conveying information of the result of the recent meeting of marine lot-holders.

While the unanimity of the lot-holders is so satisfactory, that it would render comparison of the Praya Reclamation Scheme by means of private funds, His Excellency desires me to point out that this unanimity must not be regarded as settling the question, either as to the permission of the contemplated Reclamation or, if it be permitted, as to the mode of carrying it out.

As mentioned in my letter of the 23rd ultimo, the two meetings between two parties met with Her Majesty's Government, and the first will probably depend on the advice of the Marine Engineers who may be consulted on the subject; and the judgment on the second will, no doubt, be largely influenced by legal opinions obtained with respect to the rights of the marine lot-holders.

His Excellency deems it right to repeat this申明 that it would render comparison of the scheme of Reclamation by means of private funds, His Excellency desires me to point out that this unanimity must not be regarded as settling the question, either as to the permission of the contemplated Reclamation or, if it be permitted, as to the mode of carrying it out.

The scene of the fire is nearly opposite the place where the Brigades had a narrow escape last night through the walls of the buildings

subduing the fire at this spot. The hoses on the balcony of No. 42 began to have an immediate effect and although the fire had gone too far for the shop to be saved, still further minutes of violent struggle ensued. It was thought that the fire had been extinguished, but was actually still smouldering, having been partially gritted, but beyond a lot of damage to goods on the first floor, which was slight for some minutes, the fire gained fresh. By daylight the glare began to die out and the noise of exploding cartridges ceased, and at 5.45 the affair was over.

The following places were damaged:—No. 42, ditto; No. 43, ditto; No. 44, the Wing Cheong Loeng medicine shop; No. 44, the Tai Loong gunsmith's shop, totally destroyed.

No. 45, second floor burnt out. No. 48, the Bing Sing, camphorwood box manufacturer, slightly scorched and damaged by water.

There were five Brigades present, the Government having sent the Hospital and the Volunteers, led by Mr. L. Mallory. The whole of the men, Chinese included, worked in very commendable manner, under circumstances made very uncomfortable by the great heat, and the continual showers of hot cinders.

The scene of the fire is nearly opposite the place where the Brigades had a narrow escape last night through the walls of the buildings

falling. The ground floor of No. 42 was incurred for \$2,000, and Nos. 44 and 45 for \$10,000 and \$12,000 respectively.

#### FATALITIES.

At noon two of the men who were asleep at No. 42 when the fire broke out, went to the Central Station and reported the alarm.

The first man said that on becoming aware that the place was on fire, he and his wife with their two-year-old son, ran out of the room they were in, and ran down the stairs leading from the second floor, which was on fire. He was asleep, and when half way down, he looked round for his family, he saw that a lot of smoke was rising from the building, and ran up the stairs to the roof.

The second man, Lo Aan, stated that he and his 14-year-old daughter were asleep on the first floor of No. 43. When the alarm was given, he rushed downstairs never thinking of his daughter, who perished in the flames.

The cooling and their families who were round him by the configuration were all housed temporarily at Nos. 70 and 72, Pratt West.

#### THE INQUEST.

An inquest on the bodies of the deceased persons was held in the afternoon at the Magistrate's Court, Hongkong, 9th July, 1888.

Sir—Referring to my letter of the 4th inst., in which I informed His Excellency the Governor of the result of the meeting of the marine lot-holders here at the City Hall, I have now to acknowledge that your Excellency's reply, in which, by desire of His Excellency, you point out that, although the unanimity of the marine lot-holders at that meeting is satisfactory, but in order to produce losses from speculative land purchases made in the belief that this is certain which is by no means certain.

I am to add that whatever may be the ultimate decision, the part which you have taken in initiating the debate and the fact of the preliminary survey having been at the expense of the lot-holders, will, not, course, be omitted from consideration.

I have the honour to be, Sir,

Your most obedient servant,  
FREDERICK STEWART,  
Colonial Secretary.

The Hon. C. P. Chater.

HON. C. P. CHATER TO COLONIAL SECRETARY.  
Hongkong, 9th July, 1888.

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Colonial Secretary.

THE HON. C. P. CHATER.

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I have the honour to be, Sir,

Your most obedient servant,  
C. P. CHATER.

The Hon. F. Stewart, LL.D., Colonial Secretary.

PRESENTATION TO CAPTAIN LEE.

A most pleasing ceremony was performed on board the Canadian-Pacific steamer *Abyssinia* on Wednesday morning, the 11th inst., when Captain G. A. Lee was made the recipient of a handsome medal and an engraved silver key chain presented by the Chinese Minister of State to the Chinese Consul and others.

The Chinese Consul said: "I was the first to arrive at the scene of the fire. I saw one house on fire from top to bottom, and the ground floor of the next house was on fire also."

The jury returned a verdict of accidental death.

In the middle of the fire in Queen's Road West, on the 8th instant, when the flames were at their height and the sparks falling in all directions, a little kitten fell from the second story of one of the wrecked houses and alighted safely in the road, crying bitterly. Some members of the Government Fire brigade offered to help the kitten, and called to my wife to get up. I took hold of my son. On going downstairs I my wife fell down over some boxes that were lying in the road. I jumped over the boxes with my daughter. The fire was coming in from the second floor with its roar and smoke, and the inhabitants of Amoy were shouting and running away.

I heard a cry of "Fire." I was awakened this morning at 4 o'clock by the noise of the fire. I was not ill after the recovery of the bodies. I was not the last to leave the house. A lot of people came down after me.

Lo Asing said: "I was in my family house at Queen's Road West, when the fire broke out. My wife, son, and daughter were with me. We all got out with the exception of my daughter, who fell down and was suffocated."

On Friday, 13th June, the Consul of the Fire Brigade said: "I was the first to arrive at the scene of the fire. I saw one house on fire from top to bottom, and the ground floor of the next house was on fire also."

The jury returned a verdict of accidental death.

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# MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, SATURDAY, JULY 14th, 1888.

## THE PRAYA RECLAMATION SCHEME.

Writing on the Praya Reclamation scheme a few days ago, we quoted the Governor's remark that if the scheme was sanctioned on the terms proposed the marine lot-holders would obtain the reclamation in front of their lots, not as a matter of right, but simply as a privilege, the concession of which happens to be convenient. On this we said that as a matter of law the position taken up by His Excellency was unassimilable. It is, however, equally undeniable that the marine lot-holders would be entitled to compensation for the loss of their water frontage if the scheme were carried out by the Government on account of the public. But it has been argued that there would be no depreciation in the value of the existing marine lots when they became inland lots, and that therefore the amount of compensation to which the owners would be entitled would be nil.

Following this line of argument, the conclusion has been arrived at in some quarters that to allow the lot-holders to make the reclamation would be equivalent to making them a present of something over five million dollars. This, it is contended, is unjust, and that the colony as a whole ought to enjoy the benefits of the reclamation, whatever they may be.

From the view set out in the preceding paragraph we dissent *in toto*. The scheme is a large speculation. Of the favourable result of the reclamation we have no doubt; but the Government goes beyond its proper functions when it enters on speculative enterprises. It is by no means certain, though extremely probable, that the profit from the reclamation will be as large as has been estimated, nor that the value of the present marine lots will not be greatly depreciated. Even among the marine lot-holders themselves there are some who dissent from the scheme, believing that the enterprise would be unprofitable to them. These, it is true, are a very small minority. The vast bulk of the lot-holders are anxious and willing to take the risk of the enterprise. It is not difficult to foretell what the decision of the home Government will be. The lot-holders will be allowed to carry out the scheme, to their own very great profit as we believe, and certainly to the benefit of the colony, which, under the scheme proposed, has much to gain and nothing to lose.

We will obtain, for nothing, a magnificent roadway wide enough to allow of the much needed improvement in communication by the establishment of tramways, a praya with a deep water frontage, relief from over-crowding, and the disappearance of a noxious foreshore at present inimical to the health of the colony. It is true all these advantages would equally be secured if the works were carried out on account of the Government, but in that case there would be attached to them the risk of the enterprise ending in a financial loss. Remote as this risk is, it nevertheless has an actual existence. The colony would have to borrow money to reclaim land which it would hope to sell at a profit. If the hope were not realised, the rates would have to be increased to pay the interest on the loan. It may be said that it is more than a hope, that it is a certainty; and so it is for the most part looked upon by those on the spot, but the home Government may very fairly ask what guarantees there is that the influx of population that has been going on of late years will continue. Periods of depression have been experienced before and may be experienced again. To come back to the point from which we started, the business is unmistakably of a speculative character, and the home Government will not sanction speculations with public funds, any more than the court of law would sanction speculation with trust funds.

There is another aspect of the question which deserves more consideration than it has received. His Excellency says the profit is likely to be far larger than would be the compensation awarded by arbitrators to the existing owners of frontage for the loss of that frontage and the conversion of their marine lots into inland lots. It is interesting to see what amount of compensation has actually been awarded under identical circumstances. A case in point is that of *Wixmss v. the Attorney-General of the Straits Settlements*. We brought the judgment of the Privy Council in this case, and its bearing on the Praya reclamation scheme, to the notice of our readers some months ago, but may be permitted to refer to it again. The plaintiff was the lessee merely, not the owner, of property at Penang, in front of which a reclamation was made. He claimed damages for the loss of his water frontage and succeeded in his action in the first instance, again when it was carried by the Government before the Court of Appeal of the Straits Settlements, and again on final appeal to the Privy Council, it being held that the plaintiff by virtue of his tenement had the same right of access to the sea as a riparian proprietor or his respect to a tidal river. Mr. Wixmss was the lessee of a plot of land, the term of the lease being six years with right of renewal for another six years, and the rental \$145 per month. He claimed \$40,000 for the loss of his water frontage, and was awarded \$35,000—over \$14,000 more than the whole of his rent for the twelve years he would have amounted to, more in fact than the value of the land estimated at twenty years' purchase. How the sum, which certainly appears remarkable, was arrived at, we do not know, but it may well give the Government cause to pause before it places itself in a position to have similar claims for compensation made upon it. Supposing the reclamation schemes were carried out by the Government, and that, as is anticipated, the price of land on the existing praya retained at present level, it does not follow that the parties interested would not be able to recover compensation. The selling value of land may be affected by many causes. What the parties would claim for would not be damages based on a calculation of the difference between present and former values, but for the loss of their right of access to the sea, which is a kind of right for which any Court or any board of arbitrators would certainly be found willing to award very substantial damages. Under the present scheme the lot-holders will be liable for damages to their lessees, which will doubtless in many cases materially diminish their profit; but if the Government carried out the scheme and were made liable to both owners and lessors there would, we imagine, be very little of the gilt left. That the lot-holders will, after all deductions, make a very handsome profit indeed out of the reclamation there can be little doubt, but it does not follow that the Government could make a similar profit, as it has not, like the lot-holders, control over the leasing, etc., of the existing marine lots, and it would therefore incur risks against which the latter can to a greater or less extent protect themselves. A man may, it is like, cut out his own limb, but if he cuts out somebody else's he will find he will have to pay for it. The Go-

vernment is in a similar position: it would be depriving itself of its own water frontage, but depriving other people of theirs. The parties who are unfortunate enough to have to use water from Glenealy must have been gratified with the result of the recent inspection. The night soil in the neighbourhood of the stream having been all removed, and everything made nice and clean, the Inspector was sent to examine the gathering area. His report was to the effect that there was no present pollution, but that there was a possibility of it. The question is whether the possibility is to be allowed to continue, or whether we are to remain exposed to an outbreak of epidemic disease from time to time as the pollution passes from the region of possibility to that of actuality.

## THE OPIUM TRADE IN CHINA.

The Chinese Foreign Customs Report for last year contains numerous references to the opium trade, and the effect on it of the regulations made under the Additional Article of the Chefoo Convention. Mr. White, the Commissioner at Canton, says that the importation of the drug in foreign vessels at that port showed a steady decline year by year until in 1882 the amount only reached 17 piculs. During the Franco-Chinese hostilities the amount advanced, and in 1884 reached 3,000 piculs. In 1886 there was a decline to 1,070 piculs. "The reason for the preference shown to native vessels," says Mr. White, "is not far to seek: low freight and low duty formed a tempting bait to native merchants, who were content to run the risks of a short voyage rather than pay higher rates and obtain insurance, with the disadvantage of being called upon to pay the tariff duty. These disadvantages now no longer obtain, and the result is plainly shown by the fact that during the eleven months commencing on the 1st February and ending on the 31st December the importation amounted to 7,657.63 piculs. The Chinese taxation is not, to my thinking, by any means the largest factor to be taken account of in prognosticating the future of the Indian opium trade. On all sides I am told that while opium consumption is increasing in Western China, the use of Indian drug is becoming more and more confined to the rich and the old. The smokers of the young generation, brought up on native drug, are accustomed to its flavour. The superiority of Indian is either unknown to them or they do not care to pay for it. Total abolition of Chinese taxes would not bring Indian opium to the price of native, not even if China handicaps home-grown opium by imposing on it heavier duties than it now pays. India no doubt can for years produce opium of better quality, but its relative superiority tends to the trader, and go far towards the repression of smuggling." With regard to piece goods, Mr. White points out, as mentioned in our article of yesterday, that more cargo is now being carried by junks than formerly; with opium the contrary is the case, as was to be expected. Mr. White speaks of the smuggling of opium which formerly went on, and says:—"The network of water which connects the provinces with the sea rendered smuggling impossible of detection, whilst the two ports—Hongkong and Macao—situated almost at the entrance of the Canton main river, from which operations could be conducted unchecked, the imports so that the consumption must be entirely of native opium. From all the Northern ports come the same tale of competition by the native drug, which is steadily making way. It must therefore be anticipated that the foreign import will show a gradual falling off. It is, as Mr. Besson says, not by taxation, but by the competition of the native article that the Indian opium trade does not figure among the imports, so that the consumption must be entirely of native opium. From all the Chinese Customs are of course in possession of such statistics, and if they were published they would by comparison show approximately what the extent of the smuggling really was. Happily, however, for all parties, smuggling has been put a stop to, and only an historic interest now attaches to the subject. The Chinese government may very fairly ask what guarantees there is that the influx of population that has been going on of late years will continue. Periods of depression have been experienced before and may be experienced again. To come back to the point from which we started, the business is unmistakably of a speculative character, and the home Government will not sanction speculations with public funds, any more than the court of law would sanction speculation with trust funds.

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